

FOR EUROPE & AMERICA
INDIA, AUSTRALIA, &c. and for
PRIVATE RESIDENTS AT THE
OUTPOSTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERLAND TRAVEL GUIDE.
Subscription, paid in advance, \$12
per annum. Postage to any part of
the World 2s.

Hongkong Daily Press.

ESTABLISHED 1857

THE
DIRECTORY & CHRONICLE
FOR 1908.
Complete Edition \$10.00
Small " " 6.00
Orders may be sent to the
Hongkong Daily Press Office, and
to the Local Booksellers

No. 15,772 號三十七百七千五萬一第 日三十月十年四十三緒光 HONGKONG, FRIDAY, NOVEMBER 6th, 1908. 五拜禮 號六月一十年八零百九千一英港香 PRICE, \$3 PER MONTH.

THERMOSFLASKS
LARGE AND SMALL SIZES.
HOT or COLD beverages maintained at
original temperature for 24 hours.
INVALUABLE TO SPORTSMEN.
A. S. WATSON & CO.,
LIMITED,
ALEXANDRA BUILDINGS.
a32

NEW PIANOS
ON HIRE
AT \$10 PER MONTH.
TUNING AND
REGULAR
ATTENTION
INCLUSIVE.
S. MOUTRIE & CO.,
LIMITED.
CHATER ROAD.
Hongkong, 1st October, 1908. a1375-1

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net \$5.50 per cask ex Factory
In Bags 250 lbs. net \$3.45 per bag ex Factory
SHEWAN, TOMES & CO.,
General Managers
Hongkong, 29th April, 1908. a943

THE GRAND HOTEL.
DIVISION STREET, KOBE.
FIRST-CLASS CUISINE.
COMFORTABLE & AIRY BEDROOMS.
Sited in close proximity to the Harbour
and Railway Station.
BEST WINES AND LIQUORS SUPPLIED.
Special arrangements for a long stay.
F. DOMBALLE } Proprietaires
M. MAILLE }
88
PEAK TRAMWAYS COMPANY,
LIMITED.
TIME TABLE.
WEEK DAYS.
7.00 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 2.45 p.m. Every 15 minutes.
2.45 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 3.45 p.m. Every 15 minutes.
3.45 p.m. to 4.00 p.m. Every 15 minutes.
NIGHT CARS.
8.45 p.m. to 9.00 p.m. Every 15 minutes.
9.00 p.m. to 11.15 p.m. Every 1 hour.
Extra Cars at 11.30 p.m. and 11.45 p.m.
SUNDAYS.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 10.30 a.m. Every 10 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 12.00 Noon Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.45 p.m. Every 15 minutes.
2.45 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 3.45 p.m. Every 15 minutes.
3.45 p.m. to 4.00 p.m. Every 15 minutes.
NIGHT CARS at 8.45 p.m. & 9.00 p.m. 8.45 to
11.15 p.m., every half hour.
SPECIAL CARS by arrangement at the Com-
pany's Office, Alexandra Buildings, Des Voeux
Road Central.
JOHN D. HUMPHREY & SON.
General Managers
Hongkong, 9th May, 1907. a1374

IMPORTANT NOTICE.
WATKINS' "EMULSION A"
SANATIZE.
THE FIRST SANITARY LIQUID SOAP.
SANATIZE HAS BEEN FOUND AN ABSOLUTE AND SAFE PRE-
VENTATIVE AGAINST MOSQUITOS, RATS AND RAT FLEAS.
REPORTS FROM INFECTED AREAS PRONOUNCE IT A GODSEND.
THE GOVERNMENT AND OTHER MEDICAL OFFICERS STRONGLY
ADVOCATE THE USE OF SUCH A CLEANSING MEDIUM, WHICH NOT
ONLY DISINFECTS AND PURIFIES EVERYTHING IT COMES IN CONTACT
WITH, BUT EFFECTUALLY DESTROYS MOSQUITO LARVÆ & RAT FLEAS.
SOLE MANUFACTURERS
WATKINS LIMITED.
CHEMISTS AND DRUGGISTS.
Telephone No. 703 31, Queen's Road Central.
Hongkong, 30th October, 1908. a918

MIYASAKI & CO.
COAL MERCHANTS.
HEAD OFFICE: Sakayemachi, Kobe, Japan.
BRANCH OFFICES: Nishinohashi, SHIMIZOSAKI, Japan, and HONGKONG.
CABLE ADDRESSES:—
"MIYASAKI," applying to Head Office and Shimizosaki Branch.
"YUTAKA," applying to Hongkong Branch only.
A. B. O. 5th Edition used.
THE HEAD and BRANCH OFFICES will receive any Order for
JAPAN COALS.
Y. KUBO, MANAGER, HONGKONG.
Telephone 724, 4th Floor, No. 2, Connaught Road.
Hongkong 3rd August, 1908. a1884

LANE, CRAWFORD & CO.
Telephone 37.
NEW STOCK OF
"WALK-OVER"
BOOTS AND SHOES
IN
BLACK, BROWN AND PATENT LEATHER.
LANE, CRAWFORD & CO.
Hongkong, 28th October, 1908. a32

CUTLER, PALMER & CO.,
WINE & SPIRIT MERCHANTS,
OF
LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA
ESTABLISHED 1885.
BRANDY ★★★★★ - - - \$22.50
" ★★★ - - - 20.00
" ★★ - - - 17.00
WHISKY, PALL MALL - - - 20.00
" JOHN WALKER & SONS' - - -
" OLD HIGHLAND - - - 12.50
" C. P. & CO.'S SPECIAL - - -
" BLEND - - - 10.50
PORT WINE, INVALIDS - - - 20.00
" DOURO - - - 13.50
SHERRY, FINO SUPERIOR - - - 14.75
" LA TORRE - - - 16.00
" OLD EAST INDIA - - - 18.50
" AMOROSO - - - 21.00
" ROYAL AMONTILADO - - - 23.00
" CUBO SOLERA - - - 26.50
BENEDICTINE, D.O.M. - - - Qts. 40.00 Pts. 42.00
THE ABOVE EXCLUSIVELY SHIPPED TO
SIEMSEN & CO.,
HONGKONG AGENTS.
a45

BREWER & CO., LIMITED.
PEDDER STREET—Adjoining Main Entrance HONGKONG HOTEL.
TELEPHONE No. 683.
SET OF 24 POST CARDS FOR \$1.00
Superior Quality, New Issue.
CHRISTMAS CARDS FOR HOME
MAILS.
LETT'S, COLLINS', & CO., DIARIES.
BOY'S ANNUAL, GIRL'S ANNUAL,
CRUMS.
LITTLE DOTS, INFANTS MAGAZINE,
CHILD'S COMPANION, LITTLE
FOLKS BO PERP, & CO., & CO.,
YEARLY VOLUMES.
[a31]
BROWN'S NAUTICAL ALMANACK
NAUTICAL ALMANACK.
Fairy Tales from Japan, by Ballard ... \$2.00
Cathedral Prayer Book with Canticles
and Psalter ... 2.75
Manual Machine Drawing, by Law
and Bewis ... 5.00
Virginia Judgement, by Edson
Philpot ... 1.75 each 3
The Fighting Line, by David Lyall ... 3 for \$5.00
My Lost Self, by Marchmont ...
The Law of the Land, by White.
Dancing Leaves, by Warden.
The Abbey Mystery, by Gilchrist.
Mr. Crew's Career, by Churchill ... \$2.50

BOORD'S
OLD TOM GIN
IS THE BEST OBTAINABLE.
SOLE AGENTS:
CALDBECK, MACGREGOR & CO.,
WINE & SPIRIT MERCHANTS.
15, Queen's Road Central.
Hongkong, 5th November, 1908. a34

"HONGKONG DAILY PRESS"
PUBLICATIONS.
DIRECTORY AND CHRONICLE
OF THE FAR EAST ... \$10.00
Do. Do. Small Edition 6.00
CHILDREN OF FAR CATHAY: A
Social and Political Novel, by C. J.
Halecomb ... 3.50
THE JUBILEE OF HONGKONG,
being an Historical Sketch to which
is added an Account of the Celebra-
tions in 1891. 1.00
THE HONGKONG TYPHOON, Sept.
18th, 1908, Illustrated Account ... 0.50
TEMPORARY MINING REGULA-
TIONS IN CHINA ... 0.50
REGULATIONS FOR RAILWAY
CONSTRUCTION IN CHINA ... 0.50
HONGKONG HANSAID REPORTS
OF THE MEETINGS OF THE
LEGISLATIVE COUNCIL, Pub-
lished Annually ... 4.00
MOUNTINGS OF NAVAL GUNS
and their Subsequent Use with the
Lady Smith Relief Column ... 1.00
WARRIORS' EXPLOITS OF THE
MERCHANT NAVY, by J. E.
Featherstonhaugh ... 1.00
POLITICAL OBSTACLES TO MIS-
SIONARY SUCCESS IN CHINA ... 0.25
TRADE MARK REGULATIONS
IN CHINA ... 0.25
FROM HONGKONG TO CANTON,
BY THE PEARL RIVER—"A
Book for the Globetrotter," by Capt.
C. V. LLOYD, with Maps and Illus. \$1.50
HONGKONG WEEKLY PRESS,
half yearly vol. bound ... 7.50
FIFTY YEARS ANGLO-CHINESE
CALENDAR, 1864 to 1913 ... 2.00
RATES OF EXCHANGE AT
HONGKONG English Mail days
1874 to 1907 ... 2.00
BOMBAY RATES OF EXCHANGE
AT HONGKONG, English Mail
Days 1893 to 1905 ... 1.00
CALLED OUT, or the Cheng Wang,
Daughter, an Anglo-Chinese Ro-
mance, by Chas. J. H. Halecomb ... 2.50
SKETCH OF THE WEST RIVER ... 0.25
PLAN OF VICTORIA ... 1.00
" KOWLOON ... 0.75
" PEAK ... 0.75
" NEW TERRITORY ... 0.75
" CANTON ... 0.50
POWER OF ATTORNEY FORM ... 5.20
MAIL TABLES for 1908 ... 0.30 & 0.20

TRADE MARK
TEN YEARS OLD.
\$15 PER DOZEN.
"WHITE HORSE" WHISKY
BOTTLED IN SCOTLAND
FROM THE
ORIGINAL RECEIPT OF 1746.
SOLE AGENTS:
LANE, CRAWFORD & CO.
a38

A LING & CO.,
19, QUEEN'S ROAD CENTRAL.
FURNITURE AND PHOTO GOODS
STORE.
Photographic Goods of every Description
in Stock.
Developing and Printing Undertaken.
Hongkong 31st July, 1907. 1448
FOR SALE
A FIVE ROOMED HOUSE, No. 115,
The Peak. With possession from 1st
May, 1908.
Apply to—
H. W. SLADE.
Hongkong, 13th October, 1908. 1422
CHINA EXPRESS CO.,
3, DUNDRELL STREET.

A TACK & CO.,
25, DES VOEUX ROAD, CENTRAL.
JUST LANDED
A LARGE ASSORTMENT OF
KODAK FILMS AND ACCESSORIES.
DEVELOPING and PRINTING
UNDERTAKEN.
Hongkong, 10th September, 1908. 81
FOR SALE
A Quantity of NETTING
for TENNIS COURTS, etc., at less
than half cost.
GOERZ-ARNDT'S FOCAL PLANE CAMERA,
PHOTO MATERIALS, DISKS and CHEMICALS.
Hongkong, 5th August, 1908. 1050
NOTICE TO KOWLOON RESIDENTS
EXTRA COPIES of Daily Press are on
sale daily at the following stores:—
KOWLOON FOK STALL, Ferry Wharf
Messrs. H. BUTTONE & SONS, Kow
loon Store No. 38, Elgin Road.
Messrs. HUNG CHEONG, Elgin Road.
Mr. AH YAT, Hongkong Ferry Wharf, (Stall).

HONGKONG HOTEL
FIRST-CLASS AND UP-TO-DATE.
Dining accommodation for 300 Persons
Well Furnished Reception Rooms
Private Bar and Billiard Room for Hotel
Residents
Electric Lifts to each Floor.
Electric Lighting and Fans
Telephones on every Floor.
Every Comfort
Ladies' Afternoon Tea Rooms
Ladies' Cloak Rooms
Matron in attendance
CHAMBERS MODERATE, AND NO EXTRA.
a39 A. F. DAVIES, Manager.

KING EDWARD HOTEL.
A HIGH CLASS PRIVATE HOTEL.
Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the—
MANAGER.
Hongkong, 24th July, 1905. a1475

"KINGSCLERE,"
PRIVATE HOTEL.
APPROACH FROM KENNEDY ROAD AND
MAGDOENAL ROAD.
Telephone No. 184.
Telegraphic Address: "KINGSCLERE."
A.B.C. Code, 5th Ed.
ELECTRIC LIGHT, Hot and Cold Water
throughout. Billiards, Tennis, Croquet
putting green and fine stabling for horses.
Proprietress, Mrs. G. SAHSE
a11

"BRAESIDE,"
PRIVATE HOTEL.
STANDING in its own grounds with Tennis
and Croquet Lawns, Large Airy and
Well Furnished Bedrooms, every home comfort
Fine View of the Harbour; Reduced Terms
for the Summer Months. Telephone, No. 590.
Apply to—
Mrs. F. W. WATTS.
"Braeside," 20, Macdonnell Road.
Hongkong, 4th December, 1907. a141

PRIVATE BOARD AND RESIDENCE
MRS. GIL L ANDERS
"CLAREMONT"
2 & 4, KENNEDY ROAD.
Hongkong, 9th February, 1907 1326

ORIENTAL HOTEL
TELEPHONE 197.
No. 2, QUEEN'S ROAD CENTRAL.
Mrs. M. MATTHEY, Proprietress.
A thoroughly First-Class and Up-to-Date Hotel
Large and Airy Rooms, affording every comfort
to Residents and Tourists.
Table D'Hôte at Separate Tables.
MODERATE RATES.
Telegraphic address: "Comfort," Hongkong.
For Particulars, apply to
M. MATTHEY,
Proprietress
Hongkong, 5th October, 1908. a1268

VICTORIA HOTEL.
SHAMSEEN-CANTON.
MANAGER—MR. H. HAYNES.
Telegraphic address—"VICTORIA," SHAMSEEN.
SITUATED ON THE BRITISH CONCESSION.

MACAO HOTEL.
MACAO.
MANAGER—MR. H. N. BEAUREPAIRE.
Telegraphic address—"FAIRVIEW, MACAO"
SITUATED IN THE CENTER OF PRATA GRANDE
Both Hotels electrically lighted, and under
experienced European Supervision.
GUIDES AND CHAISES PROVIDED.
Every information and Special attention given
to Tourists.
REASONABLE RATES.
WM. FARMER,
Proprietor
a1248

"BOA VISTA"
(HOTEL-SANITARIUM OF SOUTH
CHINA).
MACAO.

THE Hotel is under European manage-
ment and most strict supervision as to
food, cleanliness and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous of
a few days' rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
city of Macao.
Macao is 40 miles south-west of Hongkong.
Two steamers (as Sun An and Sun Tai) daily to
and from Hongkong, and two steamers to and
from Canton, give easy communication with both
these centres.
Cable Address—"BOA VISTA"
For Terms, apply to
a216 THE MANAGER

INTIMATION

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

HIGH-CLASS
CONFECTIONERY.We have just unpacked our NEW
SEASON'S CONFECTIONERY, imported
from the leading London, Parisian and
American Houses.CADBURY'S
CHOCOLATES.In Fancy Boxes.
CHOCOLATE ALMONDS, CHOCO-
LATE WALNUTS, CHOCOLATE DE LA
BEINE, VIENNA CHOCOLATE and
Others, in Great Variety.FULLER'S
CONFECTIONERY.COCONUT TAFFY, ALMOND
TAFFY, CREME APRICOTS, SUCRE
DE LA CREME, CARAMELS, PEPPER-
MINT LUMPS, MARSHMALLOW BALLS
&c., &c., &c.PASCALL'S
FRENCH
CONFECTIONERY.NOUGAT, NUTTUNA, WALNUT
TOFFEE, FONDANTS, CARAMELS
&c., &c., &c.A. S. WATSON & CO.
LIMITED.ALEXANDRA BUILDINGS AND
KOWLOON DISPENSARY.

Hongkong, 6th November, 1903.

NOTICE TO CORRESPONDENTS.

Only communications relating to the news column
should be addressed to "The Press."
Correspondents must forward their names and ad-
dresses with communications addressed to the
Editor, not for publication but as evidence of good
faith.All letters for publication should be written on
one side of the paper only.No anonymous signed communications that have
already appeared in other papers will be accepted.Orders for extra copies of "The Press" should be
sent before 11 a.m. on day of publication. After that
hour the supply is limited. Only supplied for Cash.Telegraphic Address: PRESS.
Cable: A.B.O. 5th Ed. Lieber.

P. O. Box, 24. Telephone No. 12.

HONGKONG OFFICE: 10A, DES VUE ROAD G.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, NOVEMBER 6TH, 1903.

SIR JOHN ANDERSON, Governor of the
Straits Settlements, is evidently in full
agreement with His Excellency the Go-
vernor of Hongkong regarding the injustice
of the present incidence of the Military con-
tribution. "I cannot help thinking," Sir
JOHN ANDERSON has said in a dispatch to
the Secretary of State, "that the system of
fixing the military contribution according
to the gross revenue is one which is not
in the interests either of His Majesty's
Government or of the Colony." Sir FR-
DERICK LUGARD, when referring to the
military contribution in his Budget speech
recently, very aptly said that the incidence
of this contribution does not fall, as Mr.
CHAMBERLAIN desired it should, so that
in times of increased prosperity the
Colony should be able to devote a larger
sum to its defence, and in times of financial
difficulty it should contribute less.In his dispatch to the Secretary of State
the Governor of the Straits Settlements
pointed out that the heavy debt incurred
by the Colony in connection with the
acquisition of the Docks and Wharves and
the Harbour Works to come of construc-
tion, coupled with the serious falling off in
the opium revenue, had given rise to
considerable apprehension as to the financial
position of the Colony. The onerous terms
upon which the loan had to be raised render
it doubtful whether it will be possible for
the Dock Board to find the full amount of
the interest payable on the cost of expropria-
tion, and also in the cost of the new works
which are urgently required to bring the
facilities of the port up to date, andprevent the Colony losing its position as a
port of call and also a commercial collecting
and distributing centre. When the new
large Graving Dock is completed the
Board will have to meet interest charges on
a debt which will amount approximately to
five millions sterling. To provide interest
at four per cent. on a capital of five
millions sterling requires an annual sum
of, say, \$1,700,000, and, unless during the
next five years there is a considerable
expansion of the revenues of the Board, it
will not be possible for it to pay its way,
and the Colonial revenues will probably
have to bear a charge of some \$200,000 a
year to cover the deficit. No expansion
of revenue, the Governor says, can be
looked for from increased charges at the
Wharves and Docks, as these have
already reached a point beyond which an
increase would certainly mean a loss.His Excellency proceeded to refer in his
dispatch to the urgency of certain large
public works at Singapore and Penang.
Then, after alluding to the fact that in the
Estimates for this year the Government
have to face a deficit of \$635,381, His
Excellency goes on to say that, taking a dis-
passionate view of all the circumstances, it
is impossible to regard without apprehen-
sion the financial future of the Colony."The ports must remain as they are present
free ports, that freedom being an essential
condition of their continued existence, and,
with the proposed Stamp Bill now before
the Legislature, and upon the passing of
which the estimate of revenue for next year
is based, direct taxation will be pushed as far
as it is likely to be remunerative." While
the Governor maintains no doubt of the
ultimate financial stability of the Colony,
he foresees that for the next ten years or so
the ordinary services must be severely
pinched, if not to some extent suspended
and there will be no margin for works
urgently required in the public interest if
the Military contribution is to continue to
be based, as at present, on gross revenue.Sir JOHN ANDERSON, in a convincing
dispatch, asks His Majesty's Government to
free from taxation for Military contribu-
tion at least all capital expenditures for
special services required to maintain and
promote the progress of the Colony. In
freeing the special taxation for Loan Works,
and in claiming contribution only on the net
return, of reproductive works, this principle,
Sir JOHN ANDERSON points out, has already
been conceded, and the Colony now asks that
it may be extended to works of even
more vital importance to the welfare of the
Settlements, though they do not yield a
direct return, and that His Majesty's Govern-
ment may be pleased to allow a rebate on
the Military contribution equal to 25 per
cent. of the Colony's special services Budget.The Secretary of State for the Colonies,
however, says that His Majesty's Govern-
ment cannot agree to the suggestion that
revenue raised for the purpose of paying
interest on loans for certain purposes should
be exempted from assessment to Military
contribution; if in isolated cases exemption
has been agreed to, His Majesty's Govern-
ment, the Secretary of State says, have
never been able to assent to any general
departure from the principles, which have,
with the full agreement of the Colony,
regulated the Military contribution, and His
Majesty's Government is of opinion that the
arguments advanced by the Governor of the
Straits Settlements strike at the root of the
principle on which all Military contributions
paid by the Eastern colonies are at present
assessed, and these arguments cannot be
admitted without giving up the whole
system of assessment both in the Straits
Settlements and elsewhere.The despatch further states that the
principle underlying the institution of the
Colonial Military contribution is that the
Colony should pay the whole cost of its
land defence though, as a matter of fact, it
does not appear to have been doing so. In
this respect the Straits do not stand on the
same footing as Hongkong, for it was never
intended that Hongkong should bear the
whole cost of the garrison here. However,
it does not follow that because the Colony
of the Straits Settlements has failed to
obtain a reduction of its Military contribu-
tion, that Hongkong would be unsuccessful
to the same extent, if it is driven by
a sacrifice of the opium revenue to make
an appeal to the Imperial Government.We note that His Majesty's Government
allow that the precise methods on which the
contribution is assessed are perhaps subjects
for consideration, "for they were settled by
mutual agreement and are capable also of
readjustment, if necessary, by mutual agree-
ment." On the strength of this confession
His Excellency the Governor of Hongkong
can certainly hope for the consideration of
his valuable suggestion that a better means
to attain the object Mr. CHAMBERLAIN had
in view would be to take the difference
between ordinary revenue and ordinary
expenditure—which, together with theestimated revenue from land sales, is the
margin or balance available for capital
expenditure on Public Works Extra-
ordinary—and to devote half of it to
Military contribution and half to Public
Works Extraordinary. The advantage of
this method is that it would not prevent
progress and development in times of
financial depression like the present, as the
existing method does, and the Colonial
Office, we fancy, would be hard put to it to
find any reasonable objection to advance
against the suggested change in the in-
cidence of the tax.The proceeds of the Church Missionary
Society Bazaar Mission Bazaar held at "Fairlie"
amounted to \$1,642.The transport "Soudan" leaves for Home
to-day. Lieut-Colonel Brooke, R.E., who has
been appointed to Gosport, will be in command
of the troops on board the transport.The Emperor of Japan has sent a donation
of \$500 to the Seamen's Hospital Society,
London, in recognition of the assistance ren-
dered to Japanese subjects by the Dreadnought
Hospital at Greenwich.Another native has been arrested in connec-
tion with the recent murder of a coolie at the
Peak. He was placed before Mr. J. E. Wood
at the Magistrate's yesterday on the capital
charge, and the hearing of the case was
adjourned.The Hon. Mr. F. H. May, C.M.G., will
deliver a lecture at the Y.M.C.A. rooms,
Alexandra Building, to-night, his subject being
"A Chapter from Irish Life." The chair will
be taken at 9 p.m. by the Hon. Mr. H. W. Blane
and the public are cordially invited to be
present.A contemporary hears that Mr. W. J. Foley,
late Chief Inspector of Police, Federated
States, has just had a "windfall," a job
made, a mine in Australia, having died and
left him and his family property valued at some-
thing like \$100,000. Mr. Foley has proceeded
to Penang to swear to his identity.Special rewards have recently been offered in
Singapore by the police for the discovery of
counterfeiters, owing to the quantity of
spurious coins in circulation. A Chinaman was
discovered making coins last week and a large
quantity of coins and the complete coinage outfit
were seized. "When before the Magistrate the
accused said the coins were only intended for
baiting."Detective Sergeant Tarrant yesterday arrested
two men who are suspected of being implicated
in the highway robbery at Kowloon, in which
Mrs. Store of the Victoria Home was relieved
of a considerable amount in money and cheque.
The natives were arrested at the Hongkong
and Shanghai Bank where they went to
present a cheque. They were charged before
Mr. Wood at the Magistrate's yesterday, and the
case was adjourned.The Chinese brigand, refugees in the
mountains of Tonkin are hard pressed by the
Sying columns of French troops in pursuit, and
their numbers are continually thinned by
skirmishes. The mountaineers eagerly hunt
them down, and one village headman brought
in nine bleeding heads of brigands who had
been overtaken and killed. Seven more bri-
gands were shot down on October 9. Four
brigands captured with arms in hand had their
heads struck off in the province of Phu-yen.Notices printed in four languages are being
posted in places of public resort in Singapore,
calling attention to the new anti-spitting
Ordinance, which lays down rigid restrictions
regarding the practice of this disgusting habit
in public buildings, on side-walks and fire-
ways. The Chief Sanitary Inspector has taken
these notices around to the schools, as a warn-
ing to pupils to refrain from this practice
which is now recognised as a common means
spreading disease. Is not this an example
which might with advantage be followed in
Hongkong?There was an exciting scene in Singapore
harbour, last week, when a throng of con-
tract coolies jumped aboard from a local
coasting steamer just as she was weighing
anchor. The unwelcome passengers piled into
boats, and no time was lost, though one sampan
was overturned. It is alleged that they were
not given an advance which was promised them,
hence their unwillingness to depart. The
labour contractors eventually arranged matters
amicably and the men were taken aboard again,
the steamer's departure being delayed about two
hours.THE QUESTION OF MANCHU
UNEMPLOYED.It is reported from Peking, says the writer of
native notes in the N. C. Daily News, that H.
E. Teeng Chi, who was recently appointed Ther-
se General of Canton, is to be also given the
posts of Land Reclamation Commissioner and
Commissioner of Mines in Kwangtung province.
It is intended to enable him to give employ-
ment and work of the disestablished Manchus
of Canton. It will be remembered that a part
of the scheme to fuse the Chinese and Manchu
races—a thing hitherto impossible on account
of the exclusive military organization of the
latter and other privileges not given to Chinese
—is to disestablish the Manchus military organ-
ization, which would throw a large number of
unemployed Manchus into the hands of the
Government, especially as Manchus have
hitherto been prohibited from learning a trade
or handicraft as being beneath them. To over-
come the difficulty it is proposed to put them to
cultivate and reclaim the waste lands of the
various provinces and to make them interested
in mining work.

TELEGRAMS.

[DAILY PRESS' EXCLUSIVE SERVICE.]

MOROCCO: STRAINED SITU-
ATION.

LONDON, November 5th.

Germany has demanded an apology
from France in connection with the
Casa Blanca deserters.

The situation is strained.

THE GERMAN REICHSTAG.

LONDON, November 5th.

When the Reichstag reassembled

Prince Buelow was absent.

All parties announced interpellations regarding the Kaiser's interview.

THE "NEAR EASTERN"
SITUATION.

LONDON, November 5th.

Bulgaria, Servia and Turkey, are

negotiating an alliance.

Austria is entrencing.

THE AMERICAN FLEET AT
AMOI.

ITS DEPARTURE FROM AMOI.

AMOI, November 5th.

The American Squadron left Amoi

this morning at eight o'clock. A

farewell salute was fired.

Outside the harbour Rear-Admiral

Emery's flagship, the "Louisiana,"

departed from the column to proceed

to Hongkong while the others with

Rear-Admiral Schroeder in supreme

command steered their course for

Manila.

As the "Louisiana" departed the

other ships saluted Rear-Admiral

Emery's flag.

Last night Rear-Admiral Emery

said the presence of H.I.H. Prince

Yang marked an era of more cordial

relations between the United States

and China.

[REUTERS' SERVICE.]

THE UNITED STATES.

LONDON, November 3rd.

The latest betting on the elections is 6/1

on Mr. Taft for the Presidency, and 5/4 on

Mr. Hughes for the Governorship of New

York.

A notable feature of the American Presi-

dential Election is the comparatively small

public interest; due to the absence of

political novelty in both candidates. Much

depends on the vote of New York.

Mr. Taft has been elected President of

the United States. The voting was the

heaviest on record.

GREAT BRITAIN AND GERMANY.

LONDON, November 3rd.

Mr. Haldane, Minister for War, in reply

to Mr. William Redmond, said the War

Office Archives did not contain such a

document as the Kaiser's plan of campaign

THE NEAR EAST.

LONDON, November 3rd.

The Crown Prince of Servia has left

St. Petersburg.

It is officially announced that Russia has

informed the Crown Prince that she pre-
pared to give Servia her moral support on
condition that Servians abstain from acts
of provocation. The Servians infer that
Russia does not recognise the annexation of
Bosnia.

LATER.

The Servian Government has issued a

communiqué enumerating steps to be taken
to avoid provocation to Austria, and awaits
the result of the Conference hopefully.The situation in the Balkans is complica-
ted by announcements on the one hand, thatRussia has submitted a programme for a
conference to the Powers, and on the other
hand has intimated that she cannot
recognise the annexation of Bosnia. It is
unquestionable that Austria is steadily
pushing forward military preparations.

GERMANY.

LONDON, November 3rd.

The German Press is clamouring for the

retirement of Prince Buelow.

THE PEACE OF EUROPE.

LONDON, November 3rd.

M. Clemenceau, at an interview, said that

Great Britain, France and Russia were
never so loyally united in their determina-
tion to secure the peace of Europe, and
the respect of liberty.

SUPREME COURT.

Thursday, November 5th.

IN BANKRUPTCY.

BEFORE HIS HONOUR SIR FRANCIS

FISKEOTT (CHIEF JUSTICE).

PETITIONS FOR RECEIVING ORDERS.

Re Wai Lung Shan.

Mr. R. D. Atkinson (of Messrs. Deacon,
Looker and Deacon), who appeared for the
petitioning creditor said the debt was \$632.50.As far as could be ascertained the liabilities
amounted to \$33,000 and the assets totalled
\$2,700 cash, which was now in the hands of the
Official Receiver. There was a chance of
additional assets being forthcoming, but it
was impossible to make an affidavit on them
with any certainty at present.His Lordship—When are you likely to have
these assets?Mr. Atkinson—I am trying to get them as
soon as I can. The debtor has certain monies
owing him outside Hongkong, but he is willing
to put them in as assets in order to fix things up
as well as he is able.His Lordship—What is the act of bank-
ruptcy?Mr. Atkinson—Being out of the Colony and
remaining out of it with intent to defeat and
delay his creditors.

His Lordship—Has he ever been here?

Mr. Atkinson—He was a comrade here for
some time.His Lordship—I don't see how a man can
remain out if he has never been in.Mr. Atkinson—He has left the Colony and
remained out of it.His Lordship—You have not shown that he
was ever in the Colony.Mr. Atkinson—He could not very well file a
petition here if he had never been here,
neither could he have contracted debts.His Lordship—This is a creditor's petition,
and you don't allege that he was ever in the
Colony.Mr. Atkinson—It is a well-known fact that
he was a comrade here.

His Lordship—I do not know it.

Mr. Atkinson—He is domiciled here.

His Lordship—He might have been in
Kamohatka all the time, and yet be domiciled
here.Mr. Atkinson—He was before your Lordship
and gave evidence in the Hongkong Bank case.His Lordship—In connection with the ques-
tion of domicile, I think as it has been mentioned
that I ought to warn the petitioner that it is
very doubtful whether any Chinese are domiciled
in Hongkong, except perhaps a few whom we
know quite well. They have to get rid of the
debt to return to Canton.Mr. Atkinson—They must get rid of that
debt before they are properly domiciled?

His Lordship—Yes.

Mr. Atkinson—It is impossible to prove
whether they are domiciled or not in that case.

His Lordship—That is what I say.

Mr. Atkinson—Suppose he was a British
subject—born here?His Lordship—The desire to return to Canton
is so strong that I doubt very much whether it
is possible for a Chinaman to be domiciled here.

The application was granted.

Re the Wa Hop Tong.

Mr. L. Almada (of Messrs. Goldring, Barlow
and Merrell) who appeared for the petitioning
creditor, said the debt in this case was
\$3,822.35. The liabilities were \$11,500, the
assets \$5,000, while the act of bankruptcy was
a plea of suspension of payment.

The petition was granted.

Re Chan Yee Shan.

Mr. Crowther Smith (of Messrs. Almada and
Smith) represented the petitioning creditor.Mr. Kong Sing said he appeared to oppose
the petition on the ground of domicile just
mentioned by his Lordship.Mr. Smith said the debt was \$3,200. The
assets were placed at \$14,000 or thereabouts,
but since the petition had been filed the stock
had been sold and realised about \$400. The
liabilities were approximately \$20,000 and the
act of bankruptcy was notice of suspension of
payment.Mr. Kong Sing said he had filed a notice of
opposition to this petition for a judgment
creditor who had attached the property of the
debtor.Mr. Smith said no one had a right to appear
in opposition to the petition except the debtor.

The judgment creditor had no right to appear.

His Lordship—Where do you get that?

Mr. Smith—Can my friend give me his
authority?

His Lordship—You stated the proposition.

Mr. Smith—The Ordinance does not give
my friend authority to appear. Nothing can
be done except what the Ordinance provides.His Lordship—Supposing your petition is
not accurate?Mr. Smith—Let the debtor come and prove
that.His Lordship—A creditor who was interested
might want to object very much to what he
might think was a friendly arrangement, and
he might wish to show that some of the state-
ments made were untrue.Mr. Smith—I think the public examination
would be the time to do that.Mr. Harston referred his Lordship to section
10 of the Bankruptcy Ordinance where, he
thought, strong reason was given why the
creditor should have the right to appear. After
a receiving order had been made, all remedies
were barred.His Lordship—If the creditor is interested
when can he raise the question if he cannot
bring it up now?Mr. Smith—I don't see why he should raise
the question really.

His Lordship heard Mr. Kong Sing, and

after the petition had been read, said there must
be an issue directed to try the question.

Re Chan Ah Kam.

Mr. E. J. Grist (of Messrs. Wilkinson and
Grist) appeared for the petitioning creditor, and
Mr. L. Almada represented the debtor.Mr. Grist said the debt was \$1,500; the assets
were \$5,500 in Court, and \$10,000 debts due.The liabilities were estimated at \$44,000, and the
act of bankruptcy was notice of suspension of
payment.

Granted.

Re Wong Ting Chi.

Mr. Kong Sing represented the debtor who
was one of several partners trading under the
name of Koo Cheong. A declaration filed said
the liabilities of the Koo Cheong were \$8,000,
and the assets \$4,750, but debtors share was
only \$500.His Lordship—What is going to happen?
Is this the bankruptcy of the Koo Cheong?Mr. Kong Sing—No, the bankruptcy of the
debtor. He has other debts than those of the
Koo Cheong, and cannot pay them.His Lordship—He has said nothing about
the others.Mr. Kong Sing applied for an adjournment,
and his Lordship said he would take the matter
in chambers later.

Re S.M.E. Allana.

In this case Mr. C. F. Dixon (of Messrs.
Hastings and Hastings) represented the debtor,
and Mr. Otto Kong Sing appeared to oppose
the application.Mr. Dixon said the debtor had filed a de-
claration of inability to pay his debts. Also
a petition asking that a receiving order be
made against him, and that he might be
adjudicated bankrupt. His assets amount-
ed to \$12,800, the proceeds of the sale of
the stock-in-trade, book debts and good
will of his business. The liabilities were
not stated, as this was not necessary in a debtor's
petition. It was sufficient for the debtor to file
a declaration of inability to pay his debts. All
that his Lordship had to be satisfied about was
that there were assets.His Lordship—I must know that there are
liabilities also. The Court can refuse an order
unless there are substantial assets to share
among the creditors. If the liabilities were
twenty million there would not be substantial
assets.Mr. Dixon—But the liabilities are not twelve
millions; the liabilities are about \$20,000.

Mr. Kong Sing—On the question of assets—

Mr. Dixon—I object to Mr. Kong Sing
appearing. There are no papers on the file and
he has not given notice.Mr. Kong Sing—I have not given notice
because this petition was put on the file only
two or three days ago. I have not had time to
consider my position, and think I am entitled
to ask for an adjournment to enable me to file
papers. If your Lordship will notice, the
debtor's statement of assets is problematical.
He offers to pay the creditors \$400 a month out
of the sale of his business.His Lordship (to Mr. Dixon)—You want to
get the protection of the Bankruptcy Court for
an arrangement with the creditors.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE H.A.L. Steamship

"SITHONIA,"
Captain Bremer, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their goods from alongside.
Optional Cargo will be forwarded unless notice to the contrary be given before To-day.
Any Cargo impeding her discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th Nov. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th Nov. at 3 P.M.
No Fire Insurance has been effected.
HAMBURG-AMERICA LINE,
Hongkong Office,
Hongkong, 30th October, 1906. 1511

"DEN" LINE OF STEAMERS.

SS. "BENARTY,"
FROM MIDDLESBROUGH, ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th Nov. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 12th Nov., or they will not be recognized.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th Nov. at 11 A.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.
Hongkong, 31st October, 1906. 1516

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship
"JAPAN,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 6th inst. will be landed at Consignees' risk and expense.

Consignees of cargo from SINGAPORE AND PENANG are requested to take IMMEDIATE delivery of their goods from alongside, such cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by the Undersigned.
DAVID SASSOON & Co., Ltd., Agents.
Hongkong, 4th November, 1906. 1520

AS SUPPLIED TO THE HOUSE OF COMMONS.

THORNE'S

OLD VAT

SCOTCH WHISKY.

HONG KONG, CHINA & MANILLA.

A. S. WATSON & CO. LTD.

RIGAUD'S

KANAGA

OF JAPAN

TOILET WATER

Beware of Imitations.

RIGAUD & Co

PARFUMERS

8, rue Vivienne, - 8

Paris-France

MITSU BISHI GOSHI KAISHA

(MITSU BISHI CO.)

COAL DEPARTMENT

SOLE PROPRIETORS OF TAKASIMA

OOHI, HOJO, NAMAZUTA, SAYO,

SHINNEW, and KAMIYAMADA

Collieries

SOLE AGENTS FOR

KISHIDAKE, MIYAO, and KIGYO

KOMATSU Co., Ltd.

HEAD OFFICE: MARUNOUCHI,

TOKYO.

BRANCH OFFICES: NAGASAKI,

MOJI, KAKATSU, WAKAMATSU,

KOBBE, OSAKA, SHANGHAI,

HONGKONG, HANKOW.

Cable addresses for above, "IWASAKI"

Codes, AI, ABC 5th Ed., Western Union.

AGENTS:

YOKOHAMA: M. ASADA, Esq.

CHINKIANG: Messrs. GRAEGER & Co.

MANILA: Messrs. MACDONALD & Co.

For Particulars apply to

H. OISHI,

Manager,

No. 2 Pedder Street Hongkong.

Hongkong, 7th August, 1906. 718

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.,

have now 40,000 Cubic Feet of Cold

Storage available at East Point. Stores will

be open at 10 A.M. and 4 P.M. daily, Sunday

excepted, to receive and deliver perishable goods

G. K. HAXTON, Manager.

Hongkong, 1st April, 1906. 43

SANG MOW.

RATTAN AND GRASS

FURNITURE MAKER.

CHAIRS, TABLES, SETTEES &

LONG CHAIRS.

BAMBOO BLINDS, MATTINGS

in all colours on Sale.

All Orders receive prompt attention.

59A, QUEEN'S ROAD CENTRAL,

HONGKONG.

Hongkong, 20th February, 1906. 401

GUNS.

DIRECT from the Manufacturers at

Lowest Prices. 12 bore Double Breech-

loaders from 30s. each. Illustrated catalogue of

LAWSON'S Shot Guns, Combination Guns,

Sporting Rifles, etc., post free.

116, C. JAMES & RAYNOLDS,

George Street, Minorities, LONDON, E.C., Eng.

HIS BRITANNIC MAJESTY'S SHIPS

IN THE CHINA SQUADRON.

Albion, despatch-boat, 700 tons, 4 guns,

3000 h.p., Comd. C. T. Fuller, Hongkong

Astraea, 2nd class cruiser, 4380 tons, 10 guns,

7000 h.p., Captain F. E. C. Ryan,

Hongkong

Bedford, 1st class cruiser, Capt. S. E. Erskine,

R.N., Hongkong

Brandy, S. S. gun, 710 tons, 800 h.p. Lieut.

Comdr. Hon. R. O. D. Bridgeman, Shanghai

Britomart, gunboat, 710 tons, 800 h.p. Lieut.

Comdr. F. B. Noble, Shanghai

Cadmus, British sloop, 1070 tons, Comdr. H. L.

P. Hard, Hongkong

Cherub, water tank and tug, 390 tons, 300 h.p.

Master S. West, Hongkong

Clio, British sloop, 1070 tons, Comdr. C. T.

Boerett, Hongkong

Fame, torpedo-boat destroyer, 310 tons, 1

gun, 1700 h.p., Lieut-Comdr. G. Gresson,

Hongkong

Elen, 2nd class cruiser, 4380 tons, 10 guns,

7000 h.p., Capt. Roland Nugent,

Shanghai

Handy, torpedo-boat destroyer, 275 tons, 6 guns,

4000 h.p., Lieut-Comdr. B. J. D. Guy, V.O.,

Hongkong

Hart, torpedo-boat destroyer, 275 tons, 6 guns,

4000 h.p., Lieut-Comdr. G. C. Dickens,

Hongkong

Jans, torpedo-boat destroyer, 280 tons, 6 guns,

3800 h.p., Lieut-Comdr. C. A. Freeman,

Hongkong

Kent, 1st class cruiser, 9800 tons, 14 guns,

22000 h.p., Capt. G. C. A. Marescaux,

Hongkong

King Alfred, 1st class cruiser, Flag ship of

Vice Admiral the Hon. Sir Hedworth

Lambton, Commander in Chief, 14100 tons,

18 guns, 30000 h.p., Capt. L. Clinton-

Baker, Hongkong

Kinsh, river gunboat, 516 tons, Lieut. Comdr.

T. S. Sykes, Yangtze

Merlin, surveying ship, 1070 tons, 6 guns, 1400

h.p., Comdr. P. H. Walter, Jesselton

Moumouth, cruiser, 9900 tons, Capt. G. W.

Smith, Hongkong

Moorhen, river gunboat, 180 tons, 2 guns,

Lieut-Comdr. C. O. Walcott, West River

Nightingale, river gunboat, 85 tons, 240 h.p.

Lieut-Comdr. R. S. Boy, R.N., Yangtze

Otter, torpedo boat destroyer, 385 tons, 6 guns,

3800 h.p., Hongkong

Rolin, river gunboat, 85 tons, 2 guns, 240 h.p.

Lieut-Comdr. J. White, West River

Sandpiper, river gunboat, 85 tons, 2 guns, 240

h.p., Lieut-Comdr. H. E. Tickell, West

River

Snipe, river gunboat, 85 tons, 2 guns, 240 h.p.

Lieut-Comdr. Alan Dixon, Yangtze

Taku, torpedo boat destroyer, Gunner Barlow

Hongkong

Tamar, receiving ship, 4800 tons, 6 guns,

Rear Admiral Sir John, Hongkong

Tall, river gunboat, 180 tons, 2 guns, Lieut.

Comdr. H. B. Gifford, Yangtze

Thistle, gunboat, 710 tons, 800 h.p., Lieut

Comdr. H. T. Atlay, Yangtze

Vivago, torpedo-boat destroyer, 395 tons, 6 guns,

6300 h.p., Commander Stevenson,

Hongkong

Waterlily, surveying ship, 620 tons, 4500 h.p.

Lieut-Comdr. H. P. Douglas, Singapore

Whiting, torpedo-boat destroyer, 360 tons, 5

guns, 5300 h.p., Lieut-Comdr. J. Kiddie,

Hongkong

Widgeon, gunboat, 185 tons, 2 guns, 300 h.p.

Lt. Comdr. John P. Knox, Yangtze

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p.

Lieut-Comdr. H. B. V. O'Connell, Dornier,

Yangtze

Woodlark gunboat, 150 tons, 2 guns, 550 h.p.

Lieut-Comdr. G. R. Livingstone, Yangtze

REVIEWS.

Further Experiences of an Irish R.M. By SOMMERSETT, L.S. and Ross. Longman's Colonial Library.

Those who are familiar with the first book of amusing "Experiences" by the same authors—authoresses, we should write—will welcome with delight this further collection. The first book must have had a very extensive sale for there are few books of the time in modern English literature so full of brilliant wit and rollicking humour. This book of "Further Experiences" is quite as enjoyable as the first and we can heartily recommend it. The dyspeptic who is not cured after reading the dozen stories which occupy the 200 pages of this book must be a hard case indeed. Our copy was received from Messrs. Kelly and Walsh.

The Quests of Paul Beck. By M. McDONNELL. Bostin, K.C. Uawia's Library.

For good detective stories the books of Mr. Bostin cannot be beaten. His "Paul Beck, the Rule of Thumb Detective," has won tremendous popularity and the "Quests of Paul Beck," just published is likely to meet with the same good fortune. They are admirably written and every one of the dozen stories in the book is of thrilling interest. One of the stories "Twist Devil and Deep Sea" is the story of a roguish design to blow up a heavily-insured ship bound for Hongkong.

The Suppositions of Ernengard. By MAXWELL GRAY. Long's Colonial Library.

The author of "The Silence of Lean Maitland" is a writer who has well-earned his title (as regarded as a writer of acceptable fiction). The "Suppositions of Ernengard" relate to the fidelity of her husband, and though the story is told with that ability which we associate with the name of Maxwell Gray, there are weaknesses in the conception of the story which will not give the book rank among the author's best.

An Empty Heritage. By VIOLET TWEEDALE. London: John Long.

At first the novel appears very ordinary. It looks as if it were to be the usual twaddle about artists and models, but a little perseverance will be rewarded. The plot is developed with remarkable skill, and the reader's interest is held to the close with the dramatic presentation of effects.

The Life Class. By J. KNIGHTLY SNOWDEN. London: Werner Laurie.

Mr. Knightly Snowden in his latest work, "The Life Class," has increased very materially his already made reputation as a thoughtful and observant writer. "The Life Class" is a novel the main interest of which centres on Ray Etheridge, an artist's model, and the theme worked on is whether a girl following this calling for the love of art itself can at the same time preserve her innocence. Mr. Snowden discusses this problem with abundant care and so admirably has he approached the subject that the reader's attention is rivetted to the book right up to the concluding chapter.

"The Orphan Monger." By SIDNEY PATERNOSTER. Milne's Colonial Series.

We have read many books based on the same theme, yet we find the author's portrayal of the character of Mr. Varden Kingdom, the pseudo-philanthropist, interesting, entertaining, and vivacious throughout. For Mr. Paternoster has that happy descriptive style which engages attention, and in places "bubbles" with humour when the author touches upon the apparent "heathiness of philanthropy as a profession" so plainly manifested by the "Orphan Monger's" fallacious face and partly aldermanic figure.

The reader is quickly introduced to the principal characters and supplied with a terse synopsis of their life up to the moment, and as the story progresses several minor personages make a hurried bow, perform their little part and retire, but the main plot revolves round the daughter of the "confiding widow" and the philanthropist's subtle manoeuvres to secure control of her money, and it is here that we get a glimpse into the real personality of this "Dr. Jekyll and Mr. Hyde" impostor. There is a love vein through the story and several pretty passages on the re-union of a long separated couple, a happy reconciliation with a stern parent and the joyful discovery that a founding at the "Orphan Monger's" "Home" is the long lost child, and their share of interest. The philanthropist dies conveniently and his dual existence is publicly exposed.

Cookery up-to-date. By MAX LITTLE, late Staff Teacher at the National Society's Training School of Cookery. London. 2/6. Werner Laurie.

Of the making of many books on cookery there is no end, and writing notices of them without practical tests is a weariness of the flesh, so we handed the book to an English cook, and her verdict is that it is one of the best she has seen and exceptionally economical and simple, the directions so plain that an amateur could easily follow them. Only she added with professional jealousy that no one need bother himself or herself with a study of the book alone without the supervision of a skilled teacher would make a first rate cook such as she considers herself. The book contains over 600 recipes. Detailed directions are given in every case as to the time for cooking, heat of the oven, and as far as possible, the dish and garnishing. There are useful chapters on the choice, care and cleaning of kitchen utensils hints on marketing, etc. The book would do very well for translating into Chinese for which, no doubt, the author permission could be got.

Hindustani Self Taught with English phonetic pronunciation. By Capt. C. A. THIMM. Madras: Macmillan & Company 51, Old Bally.

This is the third edition of the book. The Hindustani text has been revised by J. F. Blumhardt, M.A., M.B.A.S. It will be found a very useful publication for those who contemplate learning the Hindustani language. It is arranged in a very simple style. Travellers and others intending to tour India for a few months would find the book useful as it would enable them to pick up easily many words in most common use.

The Little Wonder. NAT GOULD. John Long's Library.

Admirers of this versatile and prolific author will not fail to be interested in his story of "The Little Wonder," for they will find within its covers a host of chatty, racy, dialogues, crisp training stable humour and a veracious description of a young jockey's experiences, his dreams, ambitions, trials and successes. A dip into the simple life of the canal-boat folks adds a pleasant diversion from the abundance of "horses" and provides some good passages. Nat Gould has not forgotten his customary soupçon of "spice," so that we were not disappointed with the character of the gay, rolicking young man-about-town who plays an important part with plenty of dash. A poorly paid bank clerk who goes the pace, a much worried widower, a vicar's daughter, a flighty chorus girl and a sedate county squire free the rest of the programme.

SAN FRANCISCO BAY AS A NAVAL BASE.

The movement initiated by the California Promotion Committee, looking to the improvement and enlargement of the Mare Island Navy Yard and its approaches, is worthy the hearty endorsement not only of Californians, but of all citizens of the Pacific Coast, says The San Francisco Chronicle. There can be no doubt of the necessity of two first-class navy-yards on this Coast, and the natural locations are San Francisco Bay and Bremerton. It is to the interest of the country at large, therefore, that the yard here be so improved that it will be able adequately to accommodate the largest battleships. Speaking at the banquet which was given in Oakland last July, Secretary McTeer stated that one reason for not complying with the wishes of the people here, that a large portion of the battle-ship fleet should be assigned permanently to the Pacific was that our navy-yards are inadequate for the care of a large fleet even in time of peace, and much less so in the event of war. There is no need to be alarmed to point out that the Secretary's statement of the case offers the best reason in the world for remedying the admitted conditions. The possibility of war on the Pacific is not less than on the Atlantic, yet the latter coast has good berthing facilities and we have not. Several years will be required to make Mare Island all that it should be as a navy yard, a time should not be lost in beginning the work. The fourteen commercial organizations around San Francisco Bay, which have associated themselves in the appeal to Secretary McTeer, and through him to Congress, have taken a desirable and a patriotic step. It is to be hoped that Washington will not be slow to the appeal and that the necessary which is asked will be appointed. That the latter will recommend the immediate improvement of Mare Island we do not doubt.

REPARTEE THROUGH A PIGEONHOLE.

An audience in the Guildhall Court London recently laughed irrepressibly during a case in which an elderly gentleman, summoned, a book-clerk at a tube station, for having used offensive language to him. "I went to the tube station," said the complainant, "and I said very politely to the book-clerk, 'Can you give me a ticket?' He said rudely and curtly, 'Where for?' (laughter). Perfectly calmly I replied, 'When you are asked a civil question cannot you say "Yes" or "No"?' He said, 'Why, you silly old ass, can't you say where you want to go?' (loud laughter). Again perfectly calmly (laughter)—I replied, 'I really think that will get you into trouble, and I took an exact note of his words. (laughter). I put down my money, and said, 'Will you give me a ticket for Holland Park, please?' The ticket was thrown at me with the following words, 'If you'd be civil to me I'd be civil to you, but I won't stand insolence from anybody.' I replied, perfectly calmly (laughter)—I think this will get you into very serious trouble. To which he replied, 'Why, I'll come out and pull your nose for you.' (loud laughter). To which I replied, 'Ah! will you? Then you'd better come and do it.' (laughter). The pulling of noses took place, however. The summons was dismissed.

THE GREAT FALLS OF LABRADOR.

A correspondent of Reuters' Agency, writing from St. John's, Newfoundland, on September 18, states that two Americans, Eugene Delano, of Chicago, and George Washburn, of Philadelphia, have just returned there after a visit to the famous Grand Falls in Labrador. The existence of these was discovered in 1859 by one Duncan MacLean, a factor in the employ of the Hudson Bay Company, who was crossing this vast solitude in the winter from Hudson Bay to Labrador, and came upon the stupendous cataract far greater in width and depth than that of Niagara. MacLean's account of his discovery remained almost unnoticed in the journals of the Hudson Bay Company until 1890, when some researches through the records disclosed the fact, and it was announced to the world that such a cataract existed in the Labrador Hinterland.

In existence, it is true, was known to the Indians of that region, but none of them would look upon it because of a tradition that any one who did would die within a year, and, therefore, though they knew where it was and heard the thunder of its falling waters every time they passed in their migrations or hunting tours, they gave it a wide berth and denied its existence, or else gave the most grudging assent to the fact. These lived, however, in Hamilton Inlet, on Labrador, until 1882, an elderly half-breed, who had been MacLean's companion, and he was a living disproof of the superstition, since he had seen the cataract and yet lived to be nearly 100. He was the means of supplying Mr. H. G. Bryant, of Philadelphia, in 1892, with information which enabled him to reach the falls, measure and picture them, and give an account of their location, size, and surroundings. For 16 years Bryant and his companion Artell remained the only men to view it. In 1894 a party of Englishmen attempted the task, which is an exceedingly laborious one, but they failed, and a similar failure attended the Glacier expedition in 1897.

Delano and Washburn have alone made the attempt in the past ten years, and their success was purchased at the cost of the most serious exhaustion and hardship. The falls lie inland 300 miles from the head of Hamilton Inlet, on the Labrador coast. This inlet stretches 145 miles back through the country from the outer seaboard, being navigable for steamers of this district. Thence the canoe is the mode of progress, which is difficult, owing to the tortuous course of the Hamilton river and the many portages that have to be taken through the rapids with which the stream is frequently obstructed. The party were ten weeks in all making the trip, and lost one canoe on the way. It was damaged so severely in the rapids that it was useless afterwards. In addition to themselves the explorers had three helpers, and they made their way through the country by means of the chart which Mr. Bryant had already provided.

The width of the falls is about 250ft., and the depth 130ft., and the rush of water extends for many miles through deep canyons, which narrow as the enormous volume of water is poured out over the step, and becomes boiling torrent in the pool below. The roar of the cascade can be heard more than 20 miles away, and the site is constantly overcast by mist which rises from the convulsion of the water below. Only on the very finest days does the sun dispel this sufficiently to allow photographs to be made.

It is rather a coincidence, the message concludes, that Mr. Bryant, who first reached these falls in 1894, in Labrador this year, crossing its northern coast in the hope of meeting some relics of the Norsemen, as it is supposed that they discovered the country nearly 1,000 years ago, and that it is the Halland or Country of the Naked Rocks which is described in the sagas.

NEGRO FAMILY IS MASSACRED BY WHITES.

The following extraordinary story comes from Hickman (Ky.).—One of the most horrible affairs that ever happened here was a raid at Saturday night, Oct. 3rd, at fifty night riders on the home of Dave Walker, a negro. The raiders had planned to administer a whipping to

SHIPPING.

ARRIVALS.
CHANGCHOW, British str., 1213, A. E. Foca, 5th Nov.—Singapore 25th Oct., General—China.
CHILL, British str., 1,43, J. Warrack, 4th Nov.—Haiphong 1st Nov., Rice—Butterfield & Swire.
HAITANG, British str., 1273, A. E. Hodgins, 5th Nov.—Amoy 4th Nov., General—Douglas, Lapraik & Co.
YOHOW, British str., 1376, I. H. Brown, 5th Nov.—Shanghai, Amoy and Foochow 4th Nov., General—Butterfield & Swire.

CLEARANCES
At the Harbour Master's Office, 5th November.
Changchow, British str., for Amoy.
Fochow, British str., for Shanghai.
Haimun, British str., for Swatow.

DEPARTURES.
5th November.
HUIHOW, British str., for Canton.
KWANGSI, British str., for Amoy.
PATMAN, British str., for Singapore.
PATHE LUDWIG, German str., for Shanghai.
PRATT, British str., for Canton.
SUMATRA, British str., for London.

SHIPPING REPORTS.
The British str. Yohow reports: Light winds, very fine clear weather and smooth sea.

VESSLS IN DOCK.
November 5th.

ARRIVED DOCKS.
H.M.S. Whiting, Ayudhya, Usher, Albatross, Korea, Ka pan, Fitzpatrick, A. Agor.
COSMOPOLITAN DOCKS.—Nanshan, M. S. Dollar.

VESSLS ON THE BERTH
DOUGLAS STEAMSHIP COMPANY, LIMITED.
For SWATOW, AMOY & FOOCHOW.

THE Company's Steamship
"HAIMUN,"
Capt. J. W. Evans will be despatched for the above Ports TO-DAY, the 5th inst., at 11 A.M.

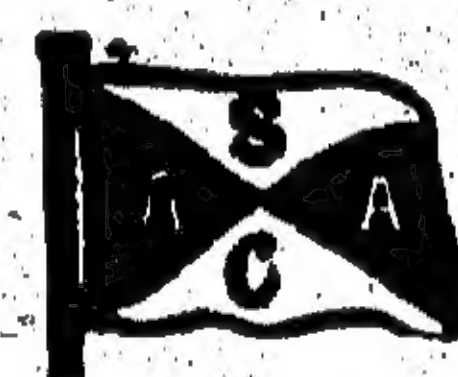
For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers.
Hongkong, 3rd November, 1908. 1526

For SHANGHAI, YOKOHAMA, KOBE and MOJI.

THE Steamship
"JAPAN,"
Capt. J. G. Ollent will be despatched for the above Ports on SUNDAY, the 8th inst., at Daylight.

This Steamer has superior accommodation for passengers and is installed throughout with Electric Light and carries a daily certified Doctor.
For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents.
Hongkong, 4th November, 1908. 1530

HONGKONG-BOSTON AND NEW YORK
via PORTS AND SUEZ CANAL.
(With liberty to call at the Malabar Coast).



AMERICAN ASIATIC STEAMSHIP CO.
For BOSTON AND NEW YORK.
S.S. "INVEROLIDE" On 18th Nov.
For NEW YORK ONLY.
S.S. "BRAEMAR" On or about 20th Nov.
For Freight and further information, apply to SHEWAN, TOMES & Co., General Agents.
Hongkong, 22nd October, 1908. 1414

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship
"DELHI,"
Capt. J. D. Andrews, R.N.R., carrying His Majesty's Mails, will be despatched for this for Bombay, &c., on SATURDAY, the 14th November, at Noon, taking passengers and cargo for the above ports in connection with the Company's "CHINA," 8000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable all cargo for Francoeur to be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Esper," due in London on the 26th December, 1908.
Parcels will be received at this Office until 4 P.M. the day before sailing. The content and value of all packages are required.
For further particulars, apply to E. A. HEWITT, Superintendent.
Hongkong, 2nd November, 1908.

REGULAR STEAMSHIP SERVICE
WITH LIBERTY TO CALL AT MALABAR COAST.

PROPOSED SAILINGS FROM HONGKONG.

For NEW YORK.
S.S. "WRAY CASTLE" About 1st Dec.
For Freight and further information, apply to DODWELL & CO., LTD., Agents.
Hongkong, 4th November, 1908. 1298

VESSLS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k" nearest Hongkong "h" midway between Hongkong and Kowloon "m" and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

| DESTINATION | VESSLS' NAMES | FLAG & REG. | DATE | CAPTAIN | FOR FREIGHT APPLY TO | TO BE DESPATCHED |
|-------------------------------------|---------------|-------------|------|-----------------------|-------------------------------|--------------------------|
| LONDON & ANTWERP via SINGAPORE, &c. | SOMALI | Brit. str. | — | A. G. Cabitt, R.N.R. | P. & O. S. N. Co. | On 2nd Dec. |
| LONDON &c. via SINGAPORE & CANTON | DELHI | Brit. str. | — | J. D. Andrews, R.N.R. | P. & O. S. N. Co. | On 14th inst., at Noon. |
| LONDON, HAMBURG & ANTWERP | DENBIGHSHIRE | Brit. str. | — | Eckhorn | SHAW, TOMES & Co. | About 30th inst. |
| HAVE & HAMBURG via STRAITS, &c. | SENCEMBRE | Ger. str. | k.w. | — | HAMBURG-AMERICA LINE | On 17th inst. |
| HAVE & HAMBURG via STRAITS, &c. | CANTON | Dan. str. | — | — | MELCHERS & Co. | Middle of November. |
| HAVE & HAMBURG via STRAITS, &c. | SEGOWIA | Ger. str. | k.w. | — | HAMBURG-AMERICA LINE | On 6th Dec. |
| HAVE & HAMBURG via STRAITS, &c. | POLYNESIAN | Fr. str. | — | — | MELCHERS & Co. | On 10th inst., at 1 P.M. |
| MARSEILLES &c. via PORTS OF CALL | KANAKUA MARU | Jap. str. | — | Wm. Wade | NIIPPON YUSEN KAISHA | On 11th inst., at Dlight |
| MARSEILLES &c. via PORTS OF CALL | KANAKUA MARU | Jap. str. | — | N. Ohno | NIIPPON YUSEN KAISHA | On 24th inst., at Dlight |
| MARSEILLES &c. via PORTS OF CALL | KANAKUA MARU | Jap. str. | — | Bremer | HAMBURG-AMERICA LINE | On 4th Dec. |
| MARSEILLES &c. via PORTS OF CALL | KANAKUA MARU | Jap. str. | — | V. Dohren | HAMBURG-AMERICA LINE | On 22nd Dec. |
| MARSEILLES &c. via PORTS OF CALL | KANAKUA MARU | Jap. str. | — | Berguglian | HAMBURG-AMERICA LINE | About 1st Dec. |
| MARSEILLES &c. via PORTS OF CALL | KANAKUA MARU | Jap. str. | — | — | DODWELL & Co., Ltd. | About 20th inst. |
| MARSEILLES &c. via PORTS OF CALL | KANAKUA MARU | Jap. str. | — | — | SHAW, TOMES & Co. | On 13th inst. |
| MARSEILLES &c. via PORTS OF CALL | KANAKUA MARU | Jap. str. | — | — | CANADIAN PACIFIC R. Co. | To-morrow, at 4 P.M. |
| MARSEILLES &c. via PORTS OF CALL | KANAKUA MARU | Jap. str. | — | — | CANADIAN PACIFIC R. Co. | On 12th Dec., at Noon. |
| MARSEILLES &c. via PORTS OF CALL | KANAKUA MARU | Jap. str. | — | — | NIIPPON YUSEN KAISHA | On 10th inst., at 4 P.M. |
| MARSEILLES &c. via PORTS OF CALL | KANAKUA MARU | Jap. str. | — | — | DODWELL & Co., Ltd. | On 19th inst. |
| MARSEILLES &c. via PORTS OF CALL | KANAKUA MARU | Jap. str. | — | — | NIIPPON YUSEN KAISHA | On 24th inst., at 4 P.M. |
| MARSEILLES &c. via PORTS OF CALL | KANAKUA MARU | Jap. str. | — | — | MELCHERS & Co. | On 12th inst., at Noon. |
| MARSEILLES &c. via PORTS OF CALL | KANAKUA MARU | Jap. str. | — | — | GIBB, LIVINGSTON & Co. | On 27th inst., at Noon. |
| MARSEILLES &c. via PORTS OF CALL | KANAKUA MARU | Jap. str. | — | — | NIIPPON YUSEN KAISHA | On 24th Dec., at Noon. |
| MARSEILLES &c. via PORTS OF CALL | KANAKUA MARU | Jap. str. | — | — | NIIPPON YUSEN KAISHA | On 14th inst., at Noon. |
| MARSEILLES &c. via PORTS OF CALL | KANAKUA MARU | Jap. str. | — | — | NIIPPON YUSEN KAISHA | On 25th inst., at Noon. |
| MARSEILLES &c. via PORTS OF CALL | KANAKUA MARU | Jap. str. | — | — | P. NALIN | To-morrow, at 4 P.M. |
| MARSEILLES &c. via PORTS OF CALL | KANAKUA MARU | Jap. str. | — | — | BUTTERFIELD & SWIRE | On 12th inst., at Noon. |
| MARSEILLES &c. via PORTS OF CALL | KANAKUA MARU | Jap. str. | — | — | JARDINE, MATHESON & Co., Ltd. | On 8th inst., at Dlight |
| MARSEILLES &c. via PORTS OF CALL | KANAKUA MARU | Jap. str. | — | — | DAVID SASSOON & Co., Ltd. | On 9th inst., at Noon. |
| MARSEILLES &c. via PORTS OF CALL | KANAKUA MARU | Jap. str. | — | — | JARDINE, MATHESON & Co., Ltd. | About 8th inst. |
| MARSEILLES &c. via PORTS OF CALL | KANAKUA MARU | Jap. str. | — | — | MELCHERS & Co. | On 10th inst., at Noon. |
| MARSEILLES &c. via PORTS OF CALL | KANAKUA MARU | Jap. str. | — | — | P. & O. S. N. Co. | On 10th inst., at 4 P.M. |
| MARSEILLES &c. via PORTS OF CALL | KANAKUA MARU | Jap. str. | — | — | BUTTERFIELD & SWIRE | On 11th inst. |
| MARSEILLES &c. via PORTS OF CALL | KANAKUA MARU | Jap. str. | — | — | NIIPPON YUSEN KAISHA | On 12th inst., at 8 A.M. |
| MARSEILLES &c. via PORTS OF CALL | KANAKUA MARU | Jap. str. | — | — | P. & O. S. N. Co. | About 18th inst. |
| MARSEILLES &c. via PORTS OF CALL | KANAKUA MARU | Jap. str. | — | — | MELCHERS & Co. | Middle of November. |
| MARSEILLES &c. via PORTS OF CALL | KANAKUA MARU | Jap. str. | — | — | HAMBURG-AMERICA LINE | On 20th inst. |
| MARSEILLES &c. via PORTS OF CALL | KANAKUA MARU | Jap. str. | — | — | JARDINE, MATHESON & Co., Ltd. | On 21st inst., at Noon. |
| MARSEILLES &c. via PORTS OF CALL | KANAKUA MARU | Jap. str. | — | — | HAMBURG-AMERICA LINE | Quick despatch. |
| MARSEILLES &c. via PORTS OF CALL | KANAKUA MARU | Jap. str. | — | — | JAVA-CHINA-JAPAN LINE | On 11th inst., at 9 A.M. |
| MARSEILLES &c. via PORTS OF CALL | KANAKUA MARU | Jap. str. | — | — | OSAKA SHOSHEN KAISHA | On 8th inst., at 10 A.M. |
| MARSEILLES &c. via PORTS OF CALL | KANAKUA MARU | Jap. str. | — | — | OSAKA SHOSHEN KAISHA | Quick despatch. |
| MARSEILLES &c. via PORTS OF CALL | KANAKUA MARU | Jap. str. | — | — | JAVA-CHINA-JAPAN LINE | To-day, at 11 A.M. |
| MARSEILLES &c. via PORTS OF CALL | KANAKUA MARU | Jap. str. | — | — | BUTTERFIELD & SWIRE | On 8th inst., at 8 A.M. |
| MARSEILLES &c. via PORTS OF CALL | KANAKUA MARU | Jap. str. | — | — | JARDINE, MATHESON & Co., Ltd. | To-day, at 4 P.M. |
| MARSEILLES &c. via PORTS OF CALL | KANAKUA MARU | Jap. str. | — | — | SHAW, TOMES & Co. | To-morrow, at Noon. |
| MARSEILLES &c. via PORTS OF CALL | KANAKUA MARU | Jap. str. | — | — | BUTTERFIELD & SWIRE | On 10th inst., at 4 P.M. |
| MARSEILLES &c. via PORTS OF CALL | KANAKUA MARU | Jap. str. | — | — | JARDINE, MATHESON & Co., Ltd. | On 14th inst., at Noon. |
| MARSEILLES &c. via PORTS OF CALL | KANAKUA MARU | Jap. str. | — | — | SHAW, TOMES & Co. | On 10th inst., at 4 P.M. |
| MARSEILLES &c. via PORTS OF CALL | KANAKUA MARU | Jap. str. | — | — | BUTTERFIELD & SWIRE | Middle of November. |
| MARSEILLES &c. via PORTS OF CALL | KANAKUA MARU | Jap. str. | — | — | MELCHERS & Co. | On 11th inst., at Noon. |
| MARSEILLES &c. via PORTS OF CALL | KANAKUA MARU | Jap. str. | — | — | CARLOWITZ & Co., Agents. | On 13th inst. |
| MARSEILLES &c. via PORTS OF CALL | KANAKUA MARU | Jap. str. | — | — | NIIPPON YUSEN KAISHA | To-morrow, at 11 A.M. |
| MARSEILLES &c. via PORTS OF CALL | KANAKUA MARU | Jap. str. | — | — | JARDINE, MATHESON & Co., Ltd. | Quick despatch. |
| MARSEILLES &c. via PORTS OF CALL | KANAKUA MARU | Jap. str. | — | — | JAVA-CHINA-JAPAN LINE | |

NORTHERN PACIFIC LINE.

CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.
Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA
via
MOJI, KOBE AND YOKOHAMA.

| Steamers | Tons | Captain | Sailing Date |
|----------|-------|--------------|---------------------|
| SUVERIC | 6,235 | W. Shotton | On 19th November. |
| ROMERIC | 6,232 | F. S. Cowley | On 17th December. |
| LYERIC | 4,789 | J. Boyd | On 14th January, 09 |
| BOERIC | 4,445 | Mathis | On 11th Febr. 09 |

These Steamers are specially fitted for the carriage of Asiatic Stevedore Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—
DODWELL & CO., LIMITED,
GENERAL AGENTS,
QUEEN'S BUILDINGS.
Hongkong, 20th October, 1908.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

| FOR | STEAMERS | TO SAIL |
|---|-------------------|---------------------|
| MANILA, YAP, FRIEDRICH, WILHELMSHAFEN, MARON, SIMPSONHAFEN, SAKARAI, SYDNEY AND MELBOURNE | "PRINZ SIGISMUND" | Friday, 6th Nov. |
| KUDAT & SANDAKAN | "BORNEO" | Middle of November. |

For further Particulars, apply to—
NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.
Hongkong, 5th November, 1908.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULED SERVICE OF 12 days Across the Pacific to the "EMPERESS LINE," having 5 to 10 days' Ocean Travel.
—12 DAYS YOKOHAMA TO VANCOUVER.
—21 DAYS HONGKONG TO VANCOUVER.

| PROPOSED SAILINGS (Subject to Alteration). | Leave Hongkong | Arrive Vancouver |
|--|----------------|-----------------------------------|
| R.M.S. "EMPERESS OF JAPAN" | 6,000 | SATURDAY, 7th Nov. 28th Nov. |
| "EMPERESS OF CHINA" | 6,000 | SATURDAY, 28th Nov. 18th Dec. |
| "MONTEAGLE" | 6,168 | SATURDAY, 12th Dec. 5th Jan. 09 |
| "EMPERESS OF INDIA" | 6,000 | SATURDAY, 19th Dec. 28th Jan. 09 |
| "EMPERESS OF JAPAN" | 6,000 | SATURDAY, 16th Jan. 6th Febr. 09 |
| "EMPERESS OF CHINA" | 6,000 | SATURDAY, 13th Febr. 6th March 09 |

"EMPERESS" Steamships will depart from HONGKONG at 4 P.M.
S.S. "MONTEAGLE" and "GLENFARG" at 12 Noon.
S.S. "GLENFARG" is Freight only and does not carry Passengers.

THE Quickest route to CANADA, UNITED STATES, and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class \$240, \$242.
Intermediate on Steamers \$240, \$242.
and 1st Class Railways.....

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.
R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.
For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China,
Corner Pedder Street and Prays, opposite Blake Pier.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

| FOR | STEAMERS | TO SAIL |
|---------------------------|----------------|--------------------|
| SHANGHAI, KOBE & YOKOHAMA | "ARMAND BEHIC" | About 9th Nov. |
| MARSEILLES via PORTS | "POLYNESIAN" | On 10th Nov. |
| SHANGHAI, KOBE & YOKOHAMA | "DUMBEA" | On 23rd Nov., P.M. |
| MARSEILLES via PORTS | "TOURANE" | On 24th Nov., P.M. |

Transshipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from 227 10s. up to 271 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.
For Further Particulars, apply to—
P. NALIN, ACTING AGENT,
Queen's Building.
Hongkong, 3rd November, 1908.

VESSLS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA.
(Florio and Rabaglio United Companies.)

STEAM FOR BOMBAY via SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Port Said, Messina, Naples, Leghorn and Genoa, also Venice and Trieste, all Mediterranean, Adriatic, Levantine and South American Ports up to Callao. (Taking Cargo at through rates to PERMAN GULF and Bagdad, also BAHCHOWA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship
"CAPRI,"
Captain Pedoni will be despatched as above on WEDNESDAY, the 11th Nov., at Noon.

For further particulars regarding Freight and Passage, apply to
CARLOWITZ & Co., Agents.
Hongkong, 31st October, 1908.

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

For SYDNEY AND MELBOURNE, calling at TIKOR, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship
"EASTERN,"
Captain Hood will be despatched as above on THURSDAY, 12th Nov., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.
N.B.—To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co., Agents.
Hongkong, 22nd October, 1908. 1466



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUZ and PORT SAID.

Taking Cargo at through rates to the BRASSIS to PERMAN GULF, RED SEA, BLACK SEA, LONDON, VENICE and ADRIATIC PORTS.

THE Company's Steamship
"CHINA,"
Capt. Berguglian will be despatched as above on SUNDAY, the 22nd November, A.M.

This steamer has splendid accommodation for passengers, electric light and carries a doctor. For information as to Passage and Freight apply to
SANDER, WHEELER & Co., Agents,
Princes' Buildings.
Hongkong, 29th October, 1908. 8

"SHIRE" LINE OF STEAMERS LIMITED.

For LONDON, HAMBURG AND ANTWERP.

THE Steamship
"DENBIGHSHIRE,"
will be despatched for the above Ports on or about the 10th November, 1908.

For Freight and Passage, apply to—
SHEWAN, TOMES & Co., Agents.
Hongkong, 30th October, 1908. 1506

THE TIENTSIN LIGHTER CO., LTD.

LIGHTERAGE, TOWAGE, STEVEDORAGE, &c.

THE Company possesses a Fleet of Lighters and Tugs and is prepared to undertake the discharge of steamers, and lighterage between Taku Bar and Tientsin.

DOCK AND ENGINEERING YARD, Tientsin.
Estimates for all Classes of ENGINEERING and FOUNDRY WORK, also for Docking and Painting Vessels given on application to—
BUTTERFIELD & SWIRE, Managers,
Tientsin.
Hongkong, 27th October, 1908. 1499

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in South Africa, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1908.

ON SALE.

THE FIFTY YEARS

ANGLO-CHINESE CALENDAR

日曆英中 年十五

FROM 1st JANUARY, 1904 to 31st DECEMBER, 1914. BEING FROM THE 1st YEAR OF THE 70TH CYCLE TO THE 50TH YEAR OF THE 70TH CYCLE—THAT IS THE 3RD YEAR OF TUNG CHI TO THE 29TH YEAR OF KWONG SUI.

PRICE \$3 CASH

On Sale at the "HONGKONG DAILY PRESS" Office, or Agents in all the Ports of the Far East.
The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

| FOR | STEAMERS | TO SAIL | REMARKS |
|---|------------------------------------|-----------------|----------------------------|
| SHANGHAI, KOBE, PALERMO and YOKOHAMA | Capt. J. B. Ferguson | Nov. 10th | Freight only. |
| SHANGHAI | OCEANA Capt. W. Hayward | About 13th Nov. | Freight and Passage. |
| LONDON via USUAL PORTS OF CAL. | DELHI Capt. J. D. Andrews, R.N. | Nov. 14th | See Special Advertisement. |
| LONDON and ANTWERP via SINGAPORE, PEN. ANG, COLOMBO, PORT SAID and MARSEILLES. | SOMALI Capt. A. G. Cubitt, R.N. | On 2nd Dec. | Freight and Passage. |

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 6th November, 1902.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

| FOR | STEAMERS | TO SAIL |
|---|-------------|----------------------|
| WEIHAIWEI, NEWCHANG, and TIENTSIN | "HUICHOW" | On 7th Nov., 4 P.M. |
| BOHAW and HAIPHONG | "CHILLY" | On 8th Nov., 8 A.M. |
| CEBU and ILOILO | "SUNGKIANG" | On 10th Nov., 4 P.M. |
| MANILA | "TAMING" | On 10th Nov., 4 P.M. |
| SHANGHAI | "YOHOW" | On 10th Nov., 4 P.M. |
| MANILA ZAMBOANGA, THURS. DAY ISLAND, COOKTOWN, CAIENS, POWNSVILLE, BRISBANE, SYDNEY, with Transshipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH. | "CHANGSHA" | On 21st Nov., 4 P.M. |

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A daily qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

REDUDED SALOON FARES, SINGLE AND RETURN TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
HONGKONG, 6th November, 1902.

BUTTERFIELD & SWIRE,
AGENTS.

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAYRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

| OUTWARD. | HOMeward. |
|-------------------------------|---------------------------------|
| FOR SHANGHAI, YOKOHAMA & KOBE | FOR HAYRE & HAMBURG |
| S.S. SCANDIA ... 20th Nov. | S.S. SENEGAMBIA ... 17th Nov. |
| S.S. ISTRIA ... 5th Dec. | FOR MARSEILLES, HAYRE & HAMBURG |
| S.S. BRISGAVIA ... 17th Dec. | S.S. SITHONIA ... 4th Dec. |
| S.S. ANDALUSIA ... 27th Dec. | FOR HAYRE & HAMBURG |
| S.S. SAXONIA ... 9th Jan., 03 | S.S. SEGOVIA ... 6th Dec. |
| | FOR MARSEILLES, HAYRE & HAMBURG |
| | S.S. SCANDIA ... 22nd Dec. |

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 2nd November, 1902.

Hongkong Office.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| FOR | STEAMERS | TO SAIL |
|---------------------------------|-------------|----------------------------|
| MANILA | "LOONGSANG" | Friday, 6th Nov., 4 P.M. |
| SINGAPORE, PENANG & CALCUTTA | "LAISANG" | Saturday, 7th Nov., 1 P.M. |
| SHANGHAI via SWATOW | "KWONGSANG" | Sunday, 8th Nov., 1 P.M. |
| SHANGHAI | "TINGSANG" | Monday, 9th Nov., Noon |
| TIENTSIN | "CHIPSANG" | Thursday, 12th Nov., Noon |
| MANILA | "YUENSANG" | Friday, 13th Nov., 4 P.M. |
| SHANGHAI, YOKOHAMA, KOBE & MOJI | "NAMSANG" | Saturday, 21st Nov., Noon |

RETURN TOURS TO JAPAN.

The steamers "KUTSANG", "NAMSANG" and "POKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan. If passengers leave the steamer at Yokohama and return at Kobe, a daily qualified surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chooch, Tientsin and Newchwang.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,

Hongkong, 6th November, 1902.

GENERAL MANAGERS.

OSAKA SHOSEN KAISHA

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION

| FOR | THE CO.'S S.S. | LEAVING |
|--|-----------------------------------|---------------------------------|
| TAMUI via SWATOW & AMOY | "DAIJIN MARU" Capt. I. SAKURAI | SUNDAY, 8th Nov., at 8 A.M. |
| ANPING via SWATOW ("SHOSHU MARU") & AMOY | Capt. ICHI | WED'DAY, 11th Nov., at 9 A.M. |
| SHANGHAI via SWATOW, "BUJUN MARU" & AMOY & FOOCHOW | Capt. Y. FUSANO | THURSDAY, 12th Nov., at 10 A.M. |

These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins Amidsips. Untravelling Table.

Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1 Queen's Buildings.

Hongkong, 6th November, 1902.

T. ARIMA, Manager.

CHARGEURS REUNIS

FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

OUTWARD via Suez:—Antwerp, Dunkirk, La Pallice, Marseilles, Genoa, Naples, Colombo, Singapore, Hongkong, Chingwang, (Peking Tientsin), Kobe, Yokohama, Genoa to Hongkong in 30 DAYS.
NAPLES to HONGKONG in 29 DAYS.
Unique Opportunity to make a Tour in North China and Japan with Great Speed, Safety and Comfort.

TRANS-PACIFIC:—Victoria (B.C.), Vancouver, Seattle, San Francisco.

CONNECTING WITH CANADIAN PACIFIC RAILWAY.

Freight to Overland } via Vancouver
Passengers to Overland and Europe }
YOKOHAMA to VANCOUVER 13 DAYS
YOKOHAMA to LONDON and PARIS 28 DAYS

HOMEWARD via MAGILLAN STRAITS:—Mexico, River Plate, Brazil, La Pallice, Liverpool.

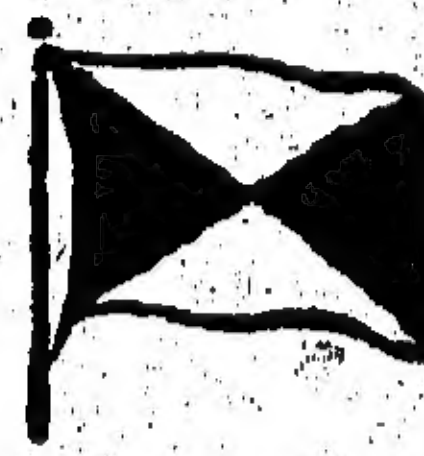
PROPOSED SAILINGS:

— CORSE ... 28th Nov. | AMIRAL MAGON ... 11th Jan. 03
— New Twin Screw, 16,000 tons Displacement, 1st, Class accommodation, Splendidly equipped with single berth Cabins.

† Intermediate Class and Rates of Passage. All Round the World Tickets by these boats.
For Further Particulars, apply to—

P. NALIN, ACTING AGENT,
FRENCH MAIL OFFICE.

Hongkong, 22nd October, 1902.



HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidsips. Electric Light, Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

| STEAMSHIP | TONS | CAPTAIN | FOR | SAILING DATE |
|-----------|------|--------------|--------|---------------------|
| ZAFIRO | 2540 | R. Rodger | Manila | On 7th Nov., Noon. |
| ZUBI | 2540 | R. W. Almond | Manila | On 14th Nov., Noon. |

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 2nd November, 1902.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

| DESTINATION | STEAMERS | DATE OF SAILING |
|-----------------------------------|----------|---------------------|
| HAYRE, DUNKIRK and BALIC PORTS | "CANTON" | Middle of November. |
| SHANGHAI, YOKOHAMA and KOBE | "SIAM" | Middle of November. |

For Further Particulars, apply to

MELOERS & CO.,
AGENTS.

Hongkong, 21st October, 1902.



NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

| DESTINATIONS. | STEAMERS. | SAILING DATES 1902. |
|--|------------------------------|----------------------------------|
| MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG, KANAGAWA MARU | Capt. W. Wada, Tons 6126 | WED'DAY, 11th Nov., at Daylight |
| COLOMBO, and PORT SAID | Capt. N. Ohno, Tons 6169 | WED'DAY, 25th Nov., at Daylight |
| VIOTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOCHI, and YOKOHAMA | Capt. M. Yagi, Tons 6444 | TUESDAY, 10th Nov., at 4 P.M. |
| SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE | Capt. S. Ishikawa, Tons 6320 | TUESDAY, 24th Nov., at 4 P.M. |
| SHANGHAI and KOBE | Capt. T. Sekine, Tons 3517 | FRIDAY, 27th Nov., at Noon |
| BOMBAY via SINGAPORE, and COLOMBO | Capt. A. E. Moses, Tons 5536 | THURSDAY, 24th Dec., at Noon |
| KOBE and YOKOHAMA | Capt. E. Kono, Tons 3788 | WED'DAY, 11th Nov., at Noon |
| NAGASAKI, KOBE and YOKOHAMA | Capt. T. Yamawaki, Tons 4421 | FRIDAY, 13th Nov., at Noon |
| | Capt. T. Yamawaki, Tons 4421 | SATURDAY, 14th Nov., at Daylight |
| | Capt. G. Anderson, Tons 6227 | WED'DAY, 25th Nov., at Noon |
| | Capt. A. E. Moses, Tons 5536 | |

* Omitting Yokohama.
† Fitted with Marconi's System of Wireless Telegraphy.
‡ Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round the World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.
For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,
MANAGER.

Hongkong 5th November, 1902.

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

HEAD OFFICE: LUDGATE CIRCUS, LONDON, E.C.
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS OF THE WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.

Head Office for the Far East:—
14, DES VOUX ROAD,
HONGKONG.Japan Office:
14, WATER STREET,
YOKOHAMA.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

| STEAMER | FROM | EXPECTED ON OR ABOUT | WILL LEAVE FOR | ON OR ABOUT |
|-----------|----------|----------------------|----------------|---------------------|
| TULIOWONG | JAPAN | First half of Nov. | JAVA | First half of Nov. |
| TJIMAH | JAVA | First half of Nov. | AMOY | Second half of Nov. |
| TJILATJAP | SHANGHAI | First half of Nov. | JAVA | Second half of Nov. |
| TJIKINI | JAPAN | Second half of Nov. | JAVA | Second half of Nov. |
| TJIPANAS | JAVA | Second half of Nov. | SHANGHAI | Second half of Nov. |
| TJIBODAS | JAPAN | First half of Dec. | JAVA | First half of Dec. |

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

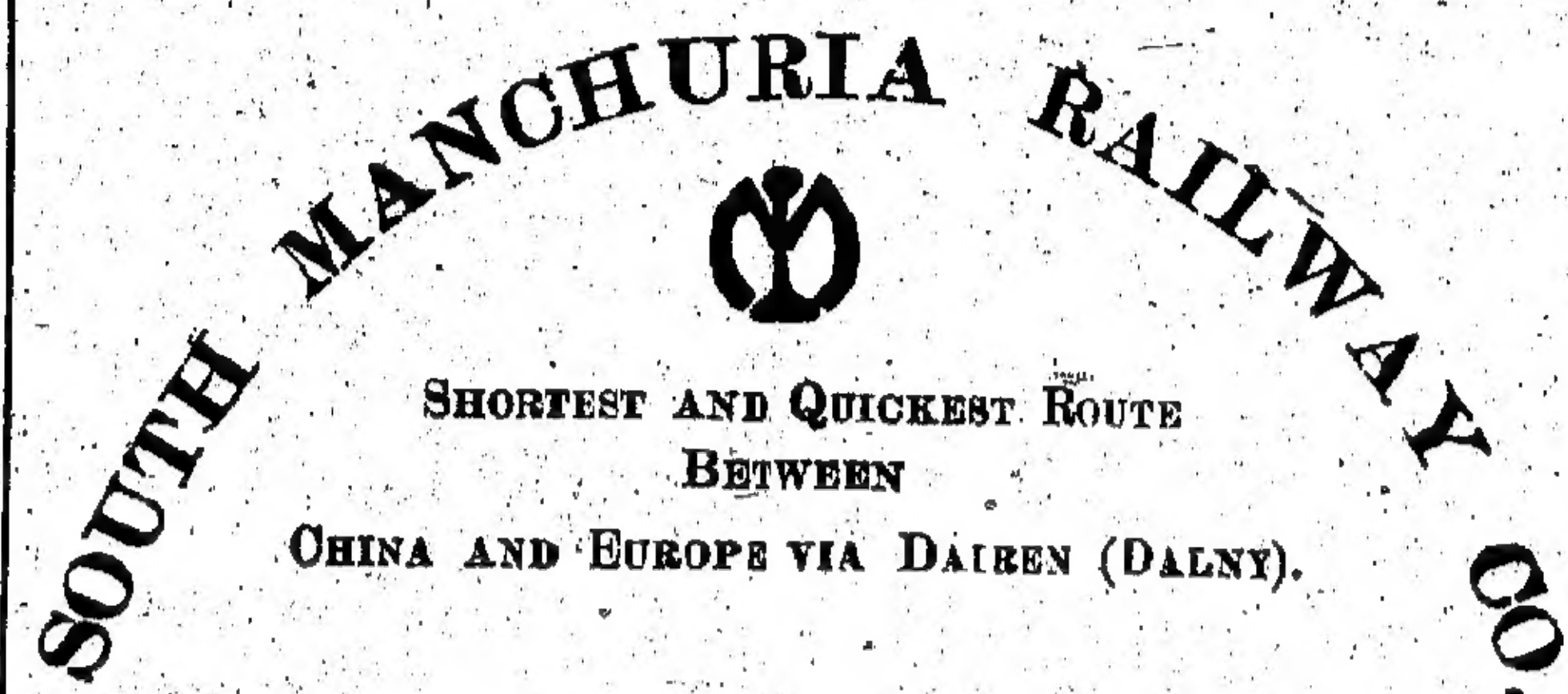
For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 6th November, 1902.

Telephone No. 375.



STEAMSHIP SERVICE—Regular Direct Weekly Service by the fast Passenger Steamer "KORE MARU" (3,577 tons) sailing from Dairen every Monday and from Shanghai every Friday, in connection with the South Manchuria Express and Trans-Siberian Route (International Train & Luggage).

MAIN RAILWAY LINE—Semi-Weekly Express Service from Dairen to Kwanohungtan (in connection with Siberian Express trains at Harbin) by a train composed of excellently equipped Sleeping and Dining Cars expressly built for the Company by the Pullman Car Co. (This Service is available after October 28th, 1902)

BRANCH RAILWAY LINES:

RYOJUN LINE—For Ryojun (Port Arthur), 2 hours from Dairen.
YINGKOU LINE—For Yingkou (Newchang), 2 hours from Tashiholiao Junction.
FUSHUN LINE—For the famous Fushun Collieries from Suchiatan Junction.
ANTUNG-HAIEN LINE—A light railway from Mukden to Antung-Haien connecting with the Korean Government Railway.

RAILWAY HOTELS—"YAMATO" HOTELS (Tel. Add: "YAMATO")
At DAIREN (Daly), PORT ARTHUR and CHANGCHUN (KWANGCHENGZU), and also very shortly at MUKDEN, all managed by the Company and provided with every convenience, luxury, and comfort.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.

Tel. Add: "MANCHU." Code: A.B.C., 5th Ed., A.I. and Lieber's. 1903

Cutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.

SHIPPERS

AGENTS

SIEMSEN & CO.

HONGKONG.

PRINTING

AND

BOOKBINDING

OF

ALL DESCRIPTIONS

BUSINESS CIRCULARS,

COMPANY PROSPECTUSES,

COMPANY REPORTS & BALANCE SHEETS,

BILLS OF LADING,

FIRE & MARINE INSURANCE FORMS,

STOREKEEPERS' PRICE LISTS,

COMMERCIAL CODES,

COMMERCIAL REPORTS,

COMMERCIAL FORMS OF ANY KIND,

MENU CARDS, VISITING CARDS, INVITATION CARDS, &c.

LEDGERS & ACCOUNT BOOKS,

MADE TO ORDER,

PERIODICALS BOUND AND BOOKS OF

ALL KINDS RE-BOUND

IN THE BEST MATERIALS.

Estimates furnished on Application to the

Printing Department "HONGKONG DAILY PRESS" OFF.

DIRECTORY AND CHRONICLE

FOR 1903

Copies may be obtained at the "HONGKONG DAILY PRESS" Office or from Booksellers throughout the Far East.

Hongkong, 15th February, 1903.

VISITORS AT HOTELS.

HONGKONG HOTELS.

Dr. and Mrs. W. B. A.

Col. G. Adams

Mr. E. W. Bauckman

Mr. E. Benard

Mr. and Mrs. C. O.

Dr. G. D. E. Black

Mr. T. Brayfield

Mr. H. J. Packer

Mr. A. W. J. Packer

Mr. W. W. Packer

Dr. and Mrs. de

Peridorga

Mr. E. H. Ray

Mr. J. D. E. Play

Mr. J. D. E. Play

Mr. H. R. E. Play

Mr. H. R. E. Play

Mr. H. R. E. Play

Mr. H. R. E. Play

Mr. H. R. E. Play

Mr. H. R. E. Play

Mr. H. R. E. Play

Mr. H. R. E. Play

Mr. H. R. E. Play

Mr. H. R. E. Play

Mr. H. R. E. Play

Mr. H. R. E. Play

Mr. H. R. E. Play

Mr. H. R. E. Play

Mr. H. R. E. Play

Mr. H. R. E. Play

Mr. H. R. E. Play

Mr. H. R. E. Play

Mr. H. R. E. Play

Mr. H. R. E. Play

Mr. H. R. E. Play

Mr. H. R. E. Play

Mr. H. R. E. Play

Mr. H. R. E. Play

Mr. H. R. E. Play

Mr. H. R. E. Play

Mr. H. R. E. Play

Mr. H. R. E. Play

